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11th. ANNUAL MEETING OF  
STOCKHOLDERS OF WILMINGTON  
& RALEIGH RR. CO.

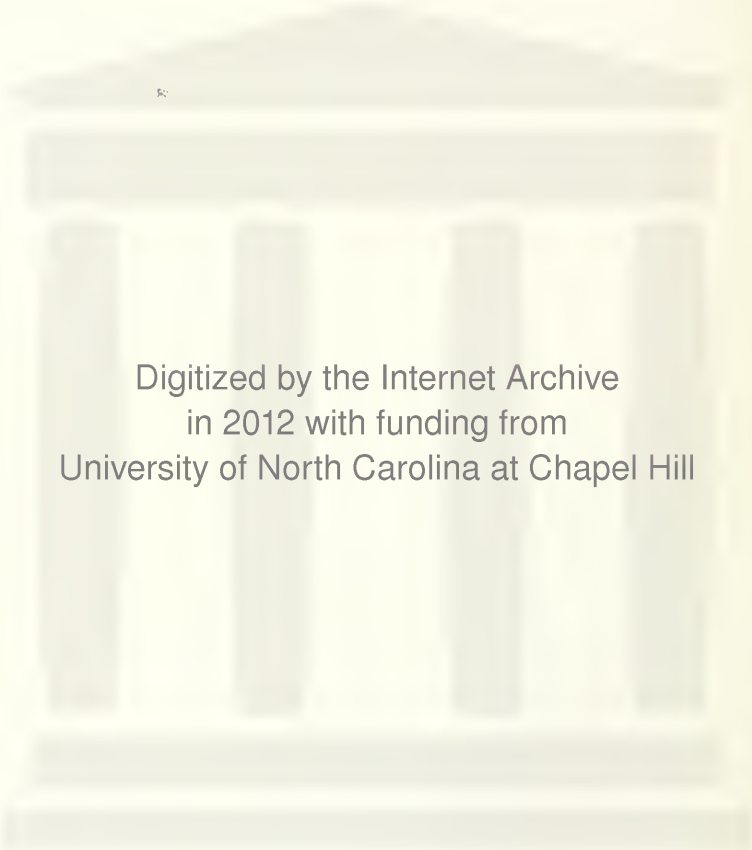
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# PROCEEDINGS

OF THE

# ELEVENTH ANNUAL MEETING

OF THE

## STOCKHOLDERS

OF THE

# WILMINGTON & RALEIGH

# R. R. COMPANY.

**Held at Wilmington, November 12th & 13th, 1846.**

• • • • •

PRINTED AT THE "CHRONICLE" OFFICE.

WILMINGTON, N. C.

1846.

THE ANNUAL MEETING

OF THE

AMERICAN MEDICAL ASSOCIATION

AT THE CITY OF CHICAGO

HELD AT THE HOTEL MONTELEONE, CHICAGO, ILL., 1910

PRINTED BY THE ASSOCIATION

AT THE CITY OF CHICAGO

1910

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## PROCEEDINGS, &c.

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The annual meeting of the Stockholders of the Wilmington & Raleigh Rail Road Company, was held at Wilmington on Thursday the 12th November, 1846. On motion of Gov. E. B. Dudley, James S. Battle of Edgecombe was appointed Chairman, and William A. Wright and James Griswold Secretaries.

On motion of Gov. Dudley, the Secretaries were appointed a committee to examine proxies and to ascertain the amount of stock represented.

The committee appointed for that purpose, reported that 3,780 shares of stock were represented by individual Stockholders, and 6000 shares by Hon. Richard Hines and Doct. F. J. Hill as proxies for the State, being a majority of the shares of the stock of the Company.

The meeting was then adjourned until 3 o'clock P. M.

*Thursday Evening November 12th.*

The President of the Company made his annual report, together with the reports of the Superintendent of the Road and Road Repairs, and of the Agents of the Steamboats and Shops. The committee on accounts, by their Chairman J. Griswold, also made their report, which several reports were received and ordered to be printed.

On motion of Gov. Dudley, *Resolved*, That the proper notice be given, that this Company will apply to the next Legislature for an amendment of their Charter with a view to an extension of the road to Fair Bluff, or some point on the South Carolina line.

On motion of G. J. McRee, Esq.,

*Resolved*, That a committee be appointed to advise this meeting in what way the Wilmington & Raleigh Rail Road

Company can best aid in the construction of the proposed Road from Wilmington to the South Carolina line, and to report to-morrow, and that the Chairman appoint the committee.

Gov. Dudley, Hon. R. Hines, John McRae and G. J. McRee, were appointed a committee under the foregoing resolution.

The meeting then adjourned till to-morrow at 10, A. M.  
November 13th.

Met agreeable to adjournment.

On motion of H. I. Toole, Esq.,

*Resolved* 1st. That in the opinion of this convention material reductions should be made in the salaries and expenditures, exhibited by the committee appointed at the last meeting, Messrs. Griswold, McRae and Nutt; that omitting any specifications, the convention recommend to the President and Board of Directors a searching examination how far and in what particulars such be made.

*Resolved* 2d. That the present Road must be *sustained*; that to secure that, it must be *extended*. That in contemplation of the present embarrassment of the State, no direct pecuniary aid can be expected or ought to be asked from that quarter. That the General Government, with a view to mail facilities, should extend a fostering hand. That the new enterprize strongly appeals to the State pride of the citizens of North Carolina, presenting the simple question whether we shall remain as heretofore in commercial vassalage to Virginia, South Carolina, and New York, or whether uniting all our efforts we shall aid to build up in North Carolina a city worthy of the State.

On motion of Gov. Dudley,

*Resolved*, That the President & Directors apply to the Legislature for an extension of credit on the debt due the Literary Fund, and the bonds of the Company on which the State is now an endorser, in such way as to them may seem best.

On motion of G. J. McRee,

*Resolved*, That we memorialize the next General Assembly of North Carolina to relinquish the mortgage held by the State on the Boats and wharves of the Wilmington & Raleigh Rail Road Company; to authorize the said Com-

pany to negotiate on the faith of said Boats and wharves, as large a loan as possible; to subscribe the amount of said loan to the extension of said Road South to some point on the South Carolina line—the said stock in the new road being pledged to the State in lieu of said mortgage on the Boats and wharves and for the same purposes.

On motion of Gov. Dudley,

Messrs. James Griswold, Henry Nutt and William S. Baker, were appointed a Committee on accounts for the ensuing year.

The meeting then proceeded to the election of a President and six Directors for the ensuing year. Whereupon, Alexander McRae was elected President, and Edward B. Dudley, John Hill, P. K. Dickinson, Gilbert Potter, James T. Miller, and O. G. Parsley were elected Directors, on the part of the individual Stockholders.

The following Resolutions submitted by Dr. Sugg of Edgecombe, and amended by Dr. A. J. DeRosset, Jr., were adopted.

*Resolved*, That in the opinion of this meeting, a *Sinking Fund* should be provided for the liquidation of the debts of this Company, and that we strongly recommend to the Stockholders, to contribute for that object.

*Resolved*, that the President and Directors be instructed to prepare without delay, an instrument of writing and cause it to be presented to every Stockholder in this Company, for his or her signature, binding them to the payment of \$5 on each Share of Stock annually for 5 years on and after the 1st of Nov. 1847, for the purpose of raising said Fund,

*Resolved*, That no such subscription shall be considered binding until the assent of individual holders of at least 5000 Shares be obtained, and also the consent of the Legislature, to a similar contribution on the Stock held by the State.

*Resolved*, That all the net proceeds of the Road after paying the expenses of the Company and the interest on the debt, shall be added to said fund, until the whole debt shall be extinguished.

*Resolved*, That after the debts of the Company shall have been paid, the whole proceeds of said Road shall be and are hereby pledged to the repayment to the Stockholders of their contributions as above, until the sums so contributed

shall be returned with the interest thereon.

*Resolved*, That the President and Directors be instructed to make application to the Legislature at the ensuing session, for its concurrence in the object of the above resolutions.

On motion of Dr. F. J. Hill,

*Resolved, unanimously*, That the thanks of the Stockholders of this Company are due to our late President, E. B. Dudley, for the untiring energy, ability and zeal with which he has administered the affairs of the Company.

On motion of Dr. F. J. Hill,

*Resolved*, That the Secretaries be a committee to prepare the proceedings of this meeting for publication, and that 700 copies of the same be printed for distribution among the Stockholders.

The meeting then adjourned *sine die*.

JAMES S. BATTLE, CHAIRMAN.

JAMES GRISWOLD, {  
W. A. WRIGHT, { SECRETARIES.

## REPORTS.

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### REPORT OF THE PRESIDENT OF THE COMPANY.

*To the Stockholders of the Wilmington & R. R. Company.*

GENTLEMEN: The receipts from the operations of the Road & Boats during the past fiscal year, amount to the sum of \$317,822 49, and the expenses the same period to \$289,682 45, shewing the difference of \$28,140 04 on the net proceeds. The Road, however, has been charged with items which should not be considered expenses or repairs, but stock and construction, in a fair view of the operations of the Company. Namely, 4 new Locomotives, 20 sets of trucks, two new Coaches, Iron beyond the amount purchased last year, the completion of the Work Shop and Coach Houses and the branch track to the wharf at Wilmington, amounting to \$49,886 15, which added to the above difference in the receipts and expenditures make the sum of \$78,26 19, as really the proceeds of the operations of the Road and Boats the past year. By adding the amt of \$45,504 88 interest paid, to the amount paid for Locomotives, &c., above, and other small payments, and deducting the receipts from other sources, I am sorry to say, will shew that our liabilities have increased over the previous year \$10,442 42. We say in our report of last year that "a dividend might be made in the *next* year under certain contingencies, because the profits of the present year will probably be required to pay for the recently purchased Locomotives, Coaches, and trucks, for additional produce cars, an instalment on the debt due Mr. Vanderbilt for the Gladiator, and the interest on our debt." All these payments have been made, but we did not intend to exceed the receipts, nor should we have done so but for the unexpected rise in the price of Turpentine and Rice, which compelled us to pay more for labor, wood and timber, than we had antici-

pated. Probably as much or more than the excess. The receipts of the past year have exceeded any previous year by twenty-eight thousand dollars, and had the expenses not increased from the above named causes, our anticipation would have been realized. We see no good reason why the receipts should not continue to increase; the local travel and freight have increased more in proportion than the through travel, furnishing conclusive evidence that the prosperity of the Line is identified with the increase of population and business of the country, and the reliance of the traveller to adopt more generally, this mode of communication and intercourse. On the other hand, the expenses cannot again reach those of the past year without the *extraordinary* causes of last year occur again, to keep up the price of labor, wood and timber, and that we may reasonably calculate on the net proceeds in the next year reaching the sum of \$100,000.

In the present year the Company has to pay the LAST instalment of \$15,000 for the Gladiator; refund the Bank of Cape Fear \$29,800, (which includes the \$10,412 42 increased debt,) borrowed by the Directors to pay the balance for Locomotives. &c.; which, with the interest of our debt, say \$40,000, will nearly absorb the profits of the present year. But having discharged these urgent debts, should we not press on the State the justice and good policy of assisting to place the Company in the situation to divide a part of the profits hereafter to the stockholders. Why should we not do so? It will be for the benefit of the State and individual stockholders—her own citizens—to whom the stock belongs, scarcely a share being owned out of the State. Can there be any cause to refuse the most friendly consideration to our stockholders, who joined the State in this noble enterprise. Can it be said that the individual stockholders deceived the State as regards the profits of the enterprise, and therefore are unworthy of indulgence. Not so. It was an experiment equally to both, and the result has proven that the State has lost nothing. The property of her citizens in the vicinity of the road has advanced in value more than the stock of the State, and if she were to lose the whole, she would be remunerated, indirectly, thro' the rise of the property of her citizens, from whom she de-

rives her taxes. The individual stockholders have no such cause of consolation; they must look forward only, to receipts of the Company for dividends, or nothing. It should be recollected that this work was undertaken when the country enjoyed the most unparalleled prosperity, and had it continued, would have met the most sanguine expectations of the projectors; but the country passed from this high estate to the most deplorable prostration and distress, certainly without any contrivance of the Company, and carried many noble works with it. Independent of this, the Company have met with several disastrous losses by land and sea; yet they have weathered the storm, materially refitted, and are now within the power of the Legislature to save us without the risk or loss of a cent—or to destroy us and make a very great loss to the State and her citizens!

The Company is indebted to the Literary Fund \$85,000. The State holds our bonds for \$100,000, and individuals hold bonds endorsed by the State for \$150,000 more, making the aggregate sum of \$335,000, for security of which, she holds mortgages on all the property of the Company. Now, is it unreasonable to ask an extension of credit of twenty years on condition of paying the interest semi-annually as heretofore, and setting aside and paying \$10,000 annually of the principal and for all of our other debts \$8,000 and divide the balance of profits to the stockholders. This arrangement would give value to the stock, and probably satisfaction to the stockholders; and to her creditors confidence. As the payments reduced the principal of the debt every year, the stockholders would, of course, receive large dividends.

It may be asked can the Company negotiate her bonds, without loss, to avail itself of the advantages of such an arrangement as this. I can only answer by referring to the negotiations which have already been made. The State granted the privilege of renewing our bonds which fell due in 1845 and 1846. The new bonds for this purpose were taken promptly at par, and I believe that two or three times the amount could, as readily, have been negotiated, on equally good terms. On the 1st January next, fifty thousand dollars of the bonds endorsed by the State, held by

individuals, will fall due, and no doubt will be renewed on application to the State.

The time has come when an effort must be made to fill the broken link between North and South Carolina, or it will be filled in some other quarter to our serious injury. We have the smoothest and shortest route, and it cannot cost one half the money of a Road constructed from Raleigh to Camden. We have surveyed to Fair Bluff, a point on our boundary, and in nearly a direct line to our Western counties. Will the liberal and patriotic people of those counties continue this Road or a Turnpike, the base of a Rail Road whenever deemed necessary, and open to themselves a market in their *own State*, and uniting our people in feelings and interest. Their iron and copper, cotton and other produce, a beautiful and healthy country, would certainly insure to our people, seeking business, pleasure or health, loaded trains and good profits.

Where shall we look for the *cause* which gave rise to the assertion on the lips of so many "that our Government will not give any direct aid to internal improvements." That no work will be undertaken nor no assistance given to those already undertaken and incomplete. Can it be so, or does some fatal delusion surround this subject. The country is surely susceptible of, and demands many valuable improvements to develop her resources. Shall we go on and wipe off the Rip Van Winkle stigma which has been cast on us, and rebuke the arrogant and discourteous Legislation of Virginia in refusing to North Carolina and her citizens the poor privilege of purchasing one of her broken down rail roads.

It is all important to guard the location of our Road; have no conflicting interests and to allow no foreign influence to give improper direction to them. We have already seen the disastrous consequences of such interference in the Gaston and Raleigh Rail Road. The location of that road was purchased by Virginia, and for what? for the benefit of North Carolina? No! certainly not, but directly to her injury; not only to carry the produce of the State to the markets in Virginia, and to compete with the W. & R. Road which was patronized by the State, and render that less valuable, but if carried through to South Carolina, to the

ruin of each other. The State has already been wheedled into a loss by that Company, of near a million of dollars, and to charter the continuance of that road South, would involve the State in a further loss of another million of dollars. No person can believe in the prosperity of two parallel roads, starting from the same point and again coming together in the distance of 300 miles, in a thin population like ours. One of these lines of road having the *direction* to convey produce to markets in our own State, the other with a direction to carry produce to markets out of the State at *both* ends, and crossing the rivers above the falls, affording no opportunity for competition; the other crossing the rivers below, offering the farmer the opportunity of the use of the rivers, cheaper channels to market, should the tariff of freights be too high on the road. It should be borne in mind that the Wilmington & Raleigh R. R. Co., was the first chartered and that the other is the opposition.

I pray you Stockholders and Citizens of Wilmington to rouse to the defeat of this common calamity by constructing a Road to South Carolina, and put down this suicidal course of our neighbors. Let us all put our own shoulders to the wheel, and then call on Hercules; who can doubt the result—what have we already done? The Road would not only be valuable in itself, but would make the stock in our present Road valuable. We now make a profit of 3 to 4 per cent, then what would be the result if we could get clear of the *sea part* of the Line, by which so many are driven by sea-sickness and uncertainty of arrival, to other routes.—The vast multitude who pass by the Mississippi & Ohio Rivers, and by sail and other vessels by sea, must more than double our travel whenever the Line is completed by Rail Road, offering to them greater speed and certainty, which we could then boast over all others.

If the Legislature should entertain the slightest doubt which Line should be completed, before the charters are granted, I would very respectfully suggest that they call to their aid experienced and disinterested Engineers to examine the two rival Lines on which Rail Roads are contemplated to be located, and report on the cost of the works and the probable effect they would have on the trade and commerce of the State. Granting char-

ters indiscriminately, both in this country and Europe, has been the cause of great waste of money and injury to the country, and indeed to the destruction of the works themselves. The Legislature are the Gaurdians of the people, and when conflicting interests come before them, it appears to me, that she should pursue a conservative course, and act for the interest of both the people and the State, and should take the best means to ascertain in what that interest consists.

The report of the Committee of investigation, and the accounts of the treasurer herewith submitted, going more into details, will assist you to understand the true state of the Company, to which I beg your reference.

The reports of the Superintendents of the Road and Shops, and Agent of the Boats are herewith submitted. The report of the Shops shews that the purchase of the new Locomotives was indispensable to keep up the Line for both the transportation of travel and produce. It also shews that the Stock under his department has increased some 5 or 6,000 dollars; and by the report of the Agent of the Boats it also appears that he has paid more for wood this, than the previous year, by some \$5,000, from circumstances therein detailed. These two facts alone shew the cause of a reduction of the nett profits of \$10,000 or \$11,000, which we trust will not happen again:

Very respectfully, your ob'dt. serv't.

EDWARD B. DUDLEY.

NOVEMBER 12th, 1846.

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#### REPORT OF THE EXAMINING COMMITTEE.

The Committee appointed at the last annual meeting of the Stockholders of the Company, for the purpose of investigating the affairs of the Company for the year ending the 1st October, 1846, beg leave to report, that the accounts of the Company have been carefully examined, the vouchers, way and freight bills compared with the entries in the books, and found correct.

They find the whole liabilities of the Company on the 1st day of October, 1846, to amount to \$668,817 52.

Which sum is made up of the following items, viz:

|                                                                          |              |
|--------------------------------------------------------------------------|--------------|
| For bonds sold in England, bearing 5 per cent interest,                  | \$222,666 67 |
| To the Literary Fund of the State of No. Ca., at 6 per cent interest     | 85,000 00    |
| For Company's bonds endorsed by State of No. Ca., at 6 per cent interest | 250,000 00   |
| For Bills payable bearing 7 per ct. int.                                 | 15,000 00    |
| " do do do 6 per ct. do                                                  | 42,272 86    |
| " Scrip Bonds due to contractors                                         | 1,793 43     |
| " Negro Bonds due 1st Jan. 1843                                          | 505 00       |
| " do do " " " 1845                                                       | 1,014 00     |
| " do do " " " 1846                                                       | 1,420 48     |
| " do do " " " 1847                                                       | 18,270 00    |
|                                                                          | <hr/>        |
|                                                                          | 21,209 48    |
| " Balance due sundry individuals for Materials, labor &c.                | 30,875 08    |

---

\$668,817 52

Amount of Receipts from Rail Road for the year ending 1st October 1846, viz:

|                          |             |
|--------------------------|-------------|
| From Freight             | \$44,756 11 |
| " passengers &c.         | 103,469 60  |
| " transportation of Mail | 37,060 94   |
|                          | <hr/>       |
|                          | 185,286 65  |

Amount of Receipts from Steam Boats for same period viz:

|                             |            |
|-----------------------------|------------|
| From passengers and Freight | 95,474 90  |
| " transportation of Mail    | 37,060 94  |
|                             | <hr/>      |
|                             | 132,535 84 |

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\$317,822 49

Expenditures of Rail Road for same period 191,854 49

Expenditures of Steam Boat for same period 97,827 96

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289,682 45

Balance of net profits \$28,140 04

It will be seen that the expenditures of the Rail Road are to an amount greatly exceeding that of any previous year.

Your Committee think proper to explain that there has been expended during the year for four new Locomotives, two new Coaches, a large number of new trucks, and a new

coach house, the sum of \$42,291 07 which does not properly belong to the current expenses of the road.

There has also been charged to Rail Road account a large amount for filling up truss work on the road, for new track to the wharf, filling up wharf lot &c., which, properly belongs to construction of the road, and not to the current expenses or Road Repairs, the construction account having been stopped and the items properly belonging thereto charged to Rail Road account by order of the stockholders.

It appears by the Report of the superintendent of the Road and Road repairs that there has been expended for road repairs (including the sum of \$21,747 74 for new iron) the sum of \$79,790 46.

|                                                                                                             |           |
|-------------------------------------------------------------------------------------------------------------|-----------|
| Your Committee further report that there was in the hands of the Treasurer on the 1st October 1845, in cash | 3,449 81  |
| That there has been received on account of stock                                                            | 2,042 89  |
| That there is due from the Post Office, Agents and Individuals                                              | 7,349 05  |
| That there has been deducted from Negro bonds                                                               | 111 67    |
| That there is in the hands of Agent in England to pay interest                                              | 5,576 65  |
| Increase of Debt                                                                                            | 10,441 42 |
| Net profits for the year ending 1st October 1846                                                            | 28,140 04 |

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\$57,111 53

That there has been applied to the payment of real estate 350 00

To the payment of interest 39,919 10

To Colman and Stoltefort

on ac't. of interest 5,585 78

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\$45,504 88

In the hands of Agents and due from the Post Office and Individuals 7,704 09

Paid on account of Survey 50 00

Loss by Counterfeit money 144 00

Cash in hands of Treasurer 1st

October 1846

3,358 56

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\$57,111 53

## Comparative table of annual Receipts and Expenditures.

## RAIL ROAD.

|      | <i>Receipts.</i> | <i>Expenditures.</i> |
|------|------------------|----------------------|
| 1841 | 162,628 08       | 131,385 14           |
| 1842 | 118,103 67       | 94,807 42            |
| 1843 | 122,108 72       | 70,176 09            |
| 1844 | 158,705 34       | 131,646 15           |
| 1845 | 161,484 11       | 121,805 55           |
| 1846 | 185,286 65       | 191,854 49           |

## STEAM BOATS.

|      |            |            |
|------|------------|------------|
| 1841 | 134,600 31 | 110,560 20 |
| 1842 | 93,873 81  | 86,085 23  |
| 1843 | 104,064 27 | 77,990 08  |
| 1844 | 130,828 41 | 71,987 09  |
| 1845 | 127,009 34 | 90,285 65  |
| 1846 | 132,535 84 | 97,827 96  |

## PERSONS IN THE EMPLOY OF THE COMPANY.

|                                                                                    | Salary. |
|------------------------------------------------------------------------------------|---------|
| A President,                                                                       | \$2,000 |
| 1 Treasurer and Secretary,                                                         | 1,500   |
| 1 Superintendent of Road and repairs,                                              | 1,200   |
| 1 Steam Boat Agent at Wilmington,                                                  | 1,000   |
| 1 Steam Boat Agent and Mail Carrier at Charles-<br>ton, including Wharf hands, &c. | 1,400   |
| 1 Clerk to Treasurer at Wilmington,                                                | 600     |
| 1 Receiving Agent at Wilmington,                                                   | 800     |
| 1 Overseer of Yard and Depot,                                                      | 450     |
| 1 Agent at Weldon,                                                                 | 800     |
| 5 Train Agents at each,                                                            | 504     |
| 1 Superintendent of Shops and Machinery,                                           | 1,000   |
| 5 Finishers at \$2 00 per day,                                                     |         |
| 2 do. at 1 87 "                                                                    |         |
| 1 do. at 1 19 "                                                                    |         |
| 3 Apprentices at 18 00 per month,                                                  |         |
| 4 do. at 15 00 "                                                                   |         |
| 7 do. at 12 50 "                                                                   |         |
| 1 do. at 10 00 "                                                                   |         |
| 1 Blacksmith at 2 00 per day,                                                      |         |
| 3 do. at 1 87 1-2 "                                                                |         |

|    |                                     |          |          |            |
|----|-------------------------------------|----------|----------|------------|
| 1  | do.                                 | ot       | 1 75     | "          |
| 1  | do.                                 | at       | 1 50     | "          |
| 1  | Moulder                             | at       | 1 87 1-2 | "          |
| 1  | do.                                 | at       | 1 75     | "          |
| 1  | do.                                 | at       | 1 12 1-2 | "          |
| 1  | Helper                              | at       | 10 00    | per month, |
| 1  | do.                                 | at       | 8 00     | "          |
| 2  | Boiler makers, each,                |          | 2 00     | per day,   |
| 1  | do. do.                             | at       | 75       | "          |
| 1  | Helper                              | at       | 10 00    | per month, |
| 1  | Pattern Maker                       | at       | 1 66 2-3 | per day,   |
| 8  | Engineers                           | at       | 60 00    | per month, |
| 1  | do.                                 | at       | 45 00    | "          |
| 1  | do.                                 | at       | 30 00    | "          |
| 7  | Firemen                             | at each, | 20 00    | "          |
| 2  | do.                                 | at       | 18 00    | "          |
| 1  | do.                                 | at       | 6 00     | "          |
| 1  | Watchman                            | at       | 30 00    | "          |
| 1  | Master Carpenter                    |          | 60 00    | "          |
| 1  | Carpenter,                          | at       | 1 50     | per day,   |
| 3  | do.                                 | at       | 1 37     | "          |
| 4  | do.                                 | at       | 1 25     | "          |
| 1  | do.                                 | at       | 1 00     | "          |
| 3  | Train hands,                        | at       | 18 00    | per month, |
| 14 | do. do.                             | at       | 10 00    | "          |
| 2  | Yard hands                          | at       | 10 00    | "          |
| 1  | do. do.                             | at       | 8 00     | "          |
| 15 | Overseers of Road Repairs           | at       | 30 00    | per month, |
| 1  | do                                  | do. do.  | 35 00    | "          |
| 13 | Agents at Depot and Water Stations, | ag'te    | \$2890   | pr an.     |
| 2  | Laborers on Road Repairs            |          | 12 00    | per month, |
| 2  | do.                                 | " "      | 10 00    | "          |
| 2  | do.                                 | " "      | 6 00     | "          |
| 3  | do.                                 | " "      | 15 00    | "          |
| 3  | do.                                 | " "      | 8 00     | "          |
| 2  | do.                                 | " "      | 6 25     | "          |
| 2  | do.                                 | " "      | 5 83 1-3 | "          |
| 1  | Master Carpenter on Road            |          | 60 00    | "          |
| 4  | Negro do.                           | "        | 17 50    | "          |
| 3  | do. do.                             | "        | 15 00    | "          |
| 1  | do. do.                             | "        | 10 00    | "          |

|                               |   |                          |   |
|-------------------------------|---|--------------------------|---|
| 1 white do.                   | " | 20 00                    | " |
| 8 Negro Blacksmiths in Shops, | } | included in Negro bonds. |   |
| 19 Wharf hands,               |   |                          |   |
| 218 Negroes on Road,          |   |                          |   |

## STEAM BOATS.

|                    |       |               |            |
|--------------------|-------|---------------|------------|
| 3 Captains,        | - - - | each, \$1,000 | per annum. |
| 3 First Mates,     | - - - | " 420         | "          |
| 3 Second do.       | - - - | " 240         | "          |
| 4 First Engineers, | - - - | " 720         | "          |
| 3 Second do.       | - - - | " 480         | "          |
| 7 Firemen          | - - - | " 240         | "          |
| 6 Wheelmen,        | - - - | " 192         | "          |
| 12 Deck hands,     | - - - | " 10          | per month. |
| 3 Stewards,        | - - - | " 20          | "          |
| 6 Waiters,         | - - - | " 10          | "          |
| 6 do.              | - - - | " 6           | "          |
| 3 Cooks,           | - - - | " 15          | "          |
| 3 Assistant Cooks, | - - - | " 5           | "          |
| 3 Chamber Maids,   | - - - | " 8           | "          |
| 3 Knife boys,      | - - - | " 5           | "          |
| 1 Ship keeper,     | - - - | 25            | "          |
| 4 Assistan do.     | - - - | 20            | "          |
| 4 Carpenters,      | - - - | 1 62 1-2      | pr d.      |
| 2 do.              | - - - | 1 50          | per day.   |
| 1 do.              | - - - | 75            | "          |
| 1 do.              | - - - | 20            | per month. |

485

Respectfully submitted,

JAMES GRISWOLD;  
ALEX. McRAE,  
HENRY NUTT.

November 10th, 1846.

## REPORT OF THE ENGINEER &amp; SUPERINTENDENT.

HON. E. B. DUDLEY,

President of the Wilmington &amp; R. R. Road Company.

Sir: I beg leave to submit the following report of my department for the last year, though much of the matter must be gleaned from the books of my predecessor.

Immediately on my election in July last I made as close an examination of the road as the season and other duties

would allow, sufficient to make such arrangements as was most necessary to carry out the repairs expeditiously.— There were several causes evident to me for the roughness of the road, the most prominent I therefore bring to your notice.

From the quantity of broken *iron plate*, the *great distance* apart of the *cross sills*, the *wear and spring* of the *railing* is so great as to require *double* the quantity of materials it otherwise would to keep the road in repair, and of course double the labour, without any permanent good arising therefrom. To remedy which I have directed the old railing where taken out to be cut and inserted *between* the *cross sills*, and where the cross sills are but partially decayed, (except where the *rails butt*) to put the new cross sills, equidistant between the old ones, so that the rail having more bearing will be more steady, which must save the *iron plate* from much injury, and lessen the wear and tear of the *Engines* and cars, besides add to the comfort of the traveller.

From the great distance apart of the points where the railing and sills are furnished, I was satisfied that the road could not be supplied as fast as it would be required to get the road in good repair for the fall travel, without I could make contracts for materials at more convenient points, or procure *more means* of transportation.

The former I found to be impracticable. The latter to a certain extent, I succeeded in accomplishing by running *Two* timber trains, until from the sickness of the *Engineers* of the mail trains, whose places had to be filled by those connected with the timber trains, which at one time left me no means whereby to distribute materials for the protection of the road; had such not been the case, the road would certainly have been in better order than at present.

I was forcibly struck with the narrowness of the bed of the road, particularly in the cuts where there is most wash, and the track requires to be kept driest. In many places I found the ditches cut immediately at the heads of the cross sills, and in some instances but a few inches from the railing, which in wet and frosty weather must keep the road sobbed, thereby causing great uneasiness in the track, which is very injurious to the trains as well as disagreeable to the passengers.

To this I immediately directed the attention of the overseers. In the first sixty miles I have succeeded to a greater extent than in the balance of the road, as some portions of road required more immediate attention in other matters of importance, but as far as possible I have increased the bed of the road to 8 feet 10 inches by making the ditches commence 3 feet from the rail, and intend as soon as spring commences to increase it to 14 feet, so that if the ditches are kept cleaned out, in the heaviest rains the road will be dry, which must add much to its firmness and durability. Another cause of the decline of the road is the terms on which the negroes are hired, and the distances from some parts of the road. Their being allowed to be at home two days in every month, together with time going and coming, amounts during the year to a considerable loss of time, which if applied on the road would matter materially.

I do not deem it necessary to make an estimate of expenses for the next year, as it must depend entirely on the quantity of new iron that can be obtained, so that the whole bars taken up and nealed can be relaid in the place of the broken ones on other parts of the road.

I am confident that on every mile that new iron is laid that the cost of repairs of road for the first 4 years after will be two thirds less than at the present time, and that there will be saved in wear of the engines and coaches 40 per ct. On the other hand the expenses of rail road must increase in proportion to the destruction of the iron plate.

In the present state of funds of the company I would recommend the use of 1 inch by 2 1-2 inches plate iron; it will last as long in my opinion as the light T iron now in use on the road, and cost so much less, for though T iron does not need a rail, it requires double the quantity of sills, besides cast iron seats.

I herewith submit the amount of expenses for the last year ending October the first, also an inventory of all articles in the store house, together with a list of tools and other property belonging to the Company and appertaining to my department.

Yours very respectfully

ROBERT K. PAYNE.  
Eng'r & Sup't W. & R. R. Road.

Nov. 7th, 1846.

*Amount of Expenditures of the Engineer and Superintendent Department, of Wilmington and R. R. Road, from Oct. 1st 1845 to Oct. 1st 1846.*

|                                                                                                               | Feet,   | Amount.    |
|---------------------------------------------------------------------------------------------------------------|---------|------------|
| Railing from 1st Oct. 1845 to 1st Oct. 1846. Lin'l feet                                                       | 503,563 | 16850 60   |
| Ribbon from 1st Oct. 1845 to Oct. 1846. Sup'l feet                                                            | 79,415  | 786 14     |
| Truss Timber from 1st Oct. 1845 to 1st Oct. 1846. Sup'l feet                                                  | 173,562 | 1249 85    |
| Sills from 1st Oct. 1845 to 1st Oct. 1846. Sup'l feet                                                         | 20,256  | 4059 90    |
| *Wood for Engines 4,824 cords \$4857,65                                                                       |         |            |
| Miscellaneous ac't to July 1st as per Mr. Swift's Books (Viz) Provisions, Payrolls, Iron spikes, clothing &c. |         | 27553 51   |
| Extra Expenses as per Mr. Swift's Books to July 1st 1846                                                      |         | 522 40     |
| Miscellaneous ac't from July 1st 1846 to Oct 1st 1846 (Viz) Payroll, clothing, provisions, extra expenses &c. |         | 5799 48    |
| Proportion Negro hire chargeable to Road                                                                      |         | 17045 00   |
| Tons of 2 1-2 x 3-4 plate Iron not yet laid                                                                   |         | 6923 58    |
|                                                                                                               |         | <hr/>      |
|                                                                                                               |         | \$80790 46 |

*Amount of Property Belonging to the Wilmington and R. R. Road in the Store House at Wilmington.*

|                           |                       |
|---------------------------|-----------------------|
| 48 new spades and shovels | 80 gal. molasses      |
|                           | 1 doz hand saws       |
| 3 wooden pumps            | 4 x cut saws          |
| 341 shirts                | 4 kegs T iron spikes  |
| 84 summer pants           | 5 pieces spring cloth |
| 9 barrels pork            | 2 do shirting         |
| 15 kegs 40d cut nails     | 14 pair spring pants  |
| 3 doz. augurs             | 22 " " jackets        |
| 2 1-2 doz. files          | 59 blankets           |

\* Though the wood is contracted for by me I do not consider it a part of the road Expenses, but belonging to Messrs. Schrader and Taylor's department; therefore left out in my sum Toto.

|                           |                  |
|---------------------------|------------------|
| 7 adzes                   | 18 broad axes    |
| 6 chisels                 | 4 quart measures |
| 4 doz. chalk lines        | 2 pots           |
| 20 old spades and shovels | 23 hats          |

*List of Tools now in use on Wilmington and R. R. Road.*

|                   |                  |
|-------------------|------------------|
| 79 spades         | 34 files         |
| 89 shovels        | 18 saw sets      |
| 75 axes           | 17 hoes          |
| 24 broad axes     | 31 sledges       |
| 54 adzes          | 16 compasses     |
| 93 augurs         | 33 chalk lines   |
| 38 x cut saws     | 16 balances      |
| 32 hand do        | 18 sieves        |
| 22 grind stones   | 30 pots          |
| 41 long crow bars | 24 planes        |
| 29 short do do    | 26 hand chisels  |
| 23 squares        | 29 cold do       |
| 8 pans            | 11 hatchets      |
| 11 hammers        | 18 water buckets |
| 25 dirt cars      | 20 hand cars.    |

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REPORT OF THE SUPERINTENDENT OF WORK SHOPS.

TO THE HON. E. B. DUDLEY,

President of the Wilmington and R. R. Road Co.

Sir:—I have the honor herewith to transmit you a return of the Property and its value, belonging to the Company, which I have had under my superintendence. You will find that it exceeds any list of any previous year handed in.

Since the 1st of October, 1845, there has been received four Locomotives, viz: JAMES K. POLK, WILLIAM A. GRAHAM, WILLIAM H. HAYWOOD, and E. B. DUDLEY, all of which are in *good running order*, and on the Road.

It is proper to remark, that the Locomotive JAMES K. POLK, has not proved herself to be so good an Engine, as the JOHN C. CALHOUN, from the same Builders. The cause is no doubt attributable to a mistake in the arrangement of her Machinery, which has cost the Company great expense, in the way of labor, to keep the Engine in running order.

As I have before remarked, you will find by reference to my return of Property, that the Machinery and Locomo-

tives, are, at this time, in *better order* than at any previous time, since the fire of 1843, at which time, such loss and damage was sustained to the shop. A damage that was not repaired, until they all had nearly or quite run down; consequently they have been a source of great expense and trouble to put them in their present condition.

The Machinery of the Boats, I am happy to inform you, is believed to be in as good order as the Machinery of any Boats now running on the Southern waters; the most of it having undergone a thorough repair, if I except that of the Gov. DUDLEY's, which is now being overhauled in the city of New York.

To return to the Locomotives; the WILLIAM H. HAYWOOD has given satisfaction as a mail Engine. The Tender sent with her, however, proved to be of no account, owing to the arrangements of its wheels and boxes. This was not all, the frame was composed of old materials, and has since had to be entirely renewed.

The E. B. DUDLEY, built by the same Makers of the HAYWOOD, has proven herself to be the best Engine of the two, but her Tender had the same fault of the latter in its arrangements of wheels and boxes; it is now, however, being renewed.

The WILLIAM A. GRAHAM has given general satisfaction, proving herself to be a good Engine, in every respect.

During the past year, expenses have increased in cost of repairs to Locomotives, Coaches and Cars, which is mainly attributable to the filling in of the Road between the tracks, beyond a proper height, the dirt not allowing sufficient room for the ash-pan of the Locomotive to pass over, which has frequently been torn off thereby. This is not the only evil attendant on this filling in of the dirt, the flanges of the wheels carries it over into the boxes and on the Machinery, which has caused them to cut and wear out, consequently it has greatly added to the expense of keeping the running gear in order.

We have also to renew nearly all the axles and make them heavier, from an increased size of from 3 1-4 to that of 3 3-4 and 4 inches, and I find even at this latter size, they sometimes break. The springs have also proven to be too light, consequently they have had to be replaced with a

larger and heavier article, at considerable cost, thereby, adding to the expenses.

The accidents that have occurred on the Road during the past year may be attributed to the great speed which the mail Engines frequently have to run to make schedule time. *Twelve hours* is the shortest possible time that an Engine should make from Weldon to Wilmington, and it is no uncommon occurrence, in order to save the mail, that she has to run it in 9 1-2 to 11 hours! This speed produces an extra wear and tear to Machinery, and consequently an increase to the expenses of my department.

Since my last Report, there has been added an increase of Freight cars on the Road, still, the number is inadequate to the demand for the transportation on the Road. Frequently, the Cars have to be got ready to depart the morning after their arrival, which throws the work to be done at night, at an increased rate to the hands, thereby swelling the expenses, and it is impossible for the workmen to do as good work at night as they can by day-light. The same difficulty attends the Mail Train—both Coaches and Baggage Cars—but more particularly the Baggage, not having more than we are obliged to keep at all times on the Road. Most of them have been a long time in use, and are considerably worn, and to insure their safety require a thorough overhaul and repair.

All of which is respectfully submitted, by

Your obedient Servant.

T. SCHRADER, Sup't of Machinery.

#### REPORT OF THE STEAM BOAT AGENT.

Wilmington, N. C., Oct. 1st, 1846.

Dear Sir:—Since my last annual report, dated Oct. 1st 1846, the Steamer *Gladiator* has been thoroughly overhauled and repaired. She was stript to her timbers fore and aft, and found perfectly sound; refastened and braced, newly coppered &c., her Engine put in complete order, and she will now compare with any Boat of her class in durability and strength. She is on the Line and doing well.

The *C. Vanderbilt*, has been strengthened—forward, at considerable expense, and performs well. She is in the

Line, but will require new copper during the year.

The Wilmington has been steadily in the Line, and has come up to the high expectations entertained of her, since the last extensive repairs. She will require new copper before the year closes.

The Gov. Dudley is in New York, undergoing large repairs and receiving a new Boiler. In obedience to an order of the Board of Directors, I went on to New York to examine her and consult with Mr. C. Vanderbilt, respecting her repairs and alterations. I found her sound in every part, and well worthy the repairs required, which was left entirely to the judgement and directions of that gentleman. In better hands she could not be placed.

She may be looked for about the first of December; when she arrives we shall have four Boats in order to perform any service, Boats of their class, are capable of undertaking. They have all proved themselves to be able sea Boats. And when we hear of Boats of heavier tonnage, and built at much greater expense, going to pieces and made wrecks in gales and seas our Boats encounter and get through with, we have great cause of pride in ours.

The expences of this department has increased on former years, owing to the heavy repairs the Boats have required, and the high price of wood; you will recollect a portion (say 4000 cords) of the wood required in 1844 and 5 was contracted for on the Road, and brought down by cars—last year no contracts of any amount could be made for the Boats supply; consequently, the river had to be depended on for the usual supply; contracts were made for the quantity required; but most of the contractors failed to fulfill their obligations, which has thrown us on the Charleston market for the deficiency, where a higher price had to be submitted to; which I think has increased the expenses of that article \$5,000.

I would respectfully suggest the propriety of looking to the road for at least one half the quantity required.

Respectfully submitted by your obedient servant.

JOHN A. TAYLOR, S. B. Agent.

Hon. E. B. DUDLEY, Pres't W. & R. R. Co.





UNIVERSITY OF N.C. AT CHAPEL HILL



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